

AMERICA AND THE DOLLAR

**STARS AND STRIPES HOISTED
AT SULAY.**

Conference at Manila.

INCENDIARISM AT PAGO.
(Special Telegram from our own Correspondent with the U. S. Army.)

MANILA, February 21, 9:35 p. m.

The chief leaders of the important sugar-producing island of Negros have made a declaration which is likely to have great influence in the settlement of the disturbances in the Southern Philippines.

After a conference with Brigadier-General Marcus P. Miller at Iloilo, the Philippine leaders returned to Sulay, a large town in the North of the island of Negros, and the American flag was hoisted amidst great enthusiasm.

The Filipino Commissioners then came on to Manila, and had a conference with General Otis, in the course of which they intimated their desire to resume their peaceful occupations under American protection.

Important developments are expected.

An extensive condemnation has taken

place at Pugo, a suburb of Manila. It is beyond doubt that the fire was due to incendiarism by sympathisers with the rebels.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

London, February 20, 1899.

THE ELECTION RIOTS IN PARIS.

The election demonstrations were renewed in Paris on Sunday evening. The mob smashed the windows of Rothschild Bank and of several Newspaper offices. One hundred arrests were made. The English correspondents in Paris are of the opinion that the demonstrations largely consist of paid powder and that the court generally is satisfied with the election of M. Loubet.

WEATHER REPORT.

The following notice is issued from the

On the 23rd at 11 40 a.m. The barometer is falling on the Pacific coast. The depression is probably moving to the N. of the S coast of Japan. Pressure highest over N. China. Gradients moderate on the coast, slight but increasing to the N. part of the China Sea. Forecast—fresh N. winds & fog.

Steamers used Pianos, cheap, to clear the summer, easy terms, full guarantee. Robinson Piano Co.

Erection of the various shops of the Locomotive Manufacturing Company Kawachi Minami Shinden, Osaka, & the fitting up of the engines and other machinery, is now completed. It is expected that the works will be formally opened at the end of the present month. *Osaka Chronicle.*

some of the bandits were very rife this morning there, the daring gangster even robbed the houses of wealthy people inside the City walls with impunity. These brigands disguise themselves by donning their hats and putting on false beards, and then, in order to get away to safety, they delay the interference of the night patrol sent by the City garrison commandant. It is stated that a Japanese travelling in the same cart on the great Toku highway between the Taku forts and Tientsin was stopped on the road by robbers, and the driver of a dozen robbers who draw their swords and threatened to cut down the first person who dared to resist. As the one did so, the robbers left their victims unharmed but shivering on the road. They having made a clean sweep of everything in the cart, the driver was allowed to go on to the bodies of the victims. The Tientsin Magistrate now offers \$500 reward for the capture of any one of the gang.—*N. Y. Daily News.*

IT IS REMARKABLE
SAYS MR. W. WILSON, THE

My wife has obtained a prominence in the district, and though it has only been introduced a few weeks it has taken lead. From remarks made by my customers who have used this remedy, I am convinced that it possesses extraordinary qualities to overcome and to remove it to all that are in need of a good cough mixture."

CHAMBERLAIN'S COUGH REMEDY is sold everywhere. Price, 50 cts., and 30 cts. per bottle.

General Agents:—WATKINS & Co.,

This Blood is the source from which systems are built up, and from which we derive our mental and physical strength. If this Blood is diseased the bad is disseminated from Scrofula, Scarcy, Eczema, Lepra, Skin and Blood Diseases, Pimples, Sores, and all the various eruptions of the so-called Blood Mixture, a trial to be sure. Thousands of wonderful cures have effected by it. Sold everywhere at 25 cts. bottle. Beware of worthless imitations and

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WEDNESDAY, FEBRUARY 23, 1899.

HONGKONG RACE MEETING.

Stewards—His Excellency Sir Henry A. Blake, G.C.M.G.; His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; Rear-Admiral S. C. Holland, R.N.; Lieutenant-Colonel The O'Gorman, C.B.; Hon. J. J. Ball-Irving, Hon. C. P. Chater, C.M.G.; D. Gillies, Esq.; R. M. Gray, Esq.; C. F. Harton, Esq.; T. Jackson, Esq.; Hon. F. H. May, C.M.G.; and Hon. T. H. Whitehead.

Clarks of the Scales—Lieut. Col. The O'Gorman, C.B.O.; and C. F. Harton, Esq.

Judge—Hon. C. P. Chater, C.M.G.

Assistant Judge—Hon. F. H. May, C.M.G.

Starter—Mr. Grote, Esq.

Second Starter—O. S. Anton, Esq.

Hon. Treasurer—J. C. Peter, Esq.

Clarks of the Course—T. F. Hough, Esq.

SECOND DAY, Wednesday, Feb. 23.

The second day of the races opened bright and fine, and the weather during the day was delightful. The sun was very bright, although a crisp breeze was blowing up the course. There was a very large attendance of spectators, the blaze of colour by the ladies' dresses making a very pretty picture of the paddock. About half past twelve o'clock, the Government House party arrived, and were received at the entrance to the enclosure by the stewards and officials. When His Excellency alighted from his chair at the Governor's Stand, the band of the Royal Welsh Fusiliers struck up the National Anthem.

With the short dry spell the course had improved somewhat, but was still slightly sticky. There was an improvement in the running. The wins by Douglas of the Garrison Cup and The Prince of the Gymkhana Stakes were exceedingly popular, and Mr. Ollivier was loudly cheered as he led in the ponies. The O'Gorman Cup was won for the third year in succession by Messrs McKie and Gove's stable. In 1897, there was a dead heat between *Alfred* and *White Rose*, the time being 2:40; and on the 10th being run off *Alfred* won the race in the same time. *Alfred* won the race in 1898, there being 2:40 seconds of an improvement in the time. In the Professional Cup, Mr. Master took the trophy for the second year in succession.

THE SCURRY STAKES, a sweepstakes of \$10 each, for China Ponies and *de fide* griffins on date of entry; weight for inches as per scale; winners 7 lbs. extra. One mile.

Mr. Derick-Hunter's *Century*..... 1
(Mr. Burkill), 10.12
Mr. Glenday's *Aberdeen*..... 2
(Mr. Cumming), 11.4
Mr. Hopell's *Old* (Mr. W. W. Cox), 11.1
Mr. Buxey's *Rose de France*..... 3
(Mr. Willeumier), 10.12
Mr. David's *Donkey* (Mr. Reynell), 11.2
Mr. J. H. Lewis' *White Rose*..... 4
(Mr. P. A. Cox), 11.1
Mr. John Peel's *Minerva*..... 5
(Mr. Craikshank), 10.13
Mr. John Peel's *Centipede*..... 6
(Mr. Master), 11.1

The ponies were on the field ahead of time and grey somewhat restive awaiting gunfire. They got away to a very good start. *Centipede* and *Sindbad* took the lead round to the bridge, where *Dunrobin* came away, followed by *Rose de France* and *The Wizard*. *Century* came away at the hill and was leading at the Black Rock; with *Old* on his quarters. Down the hill *Century* increased his lead from *Old* by about ten lengths, and *Aberdeen* came into third place. Entering the straight *Aberdeen* took second position, and in a fast race home the positions were unaltered, although *Rose de France* looked like getting third place. *Century* won by about five lengths, and six lengths so, against *Aberdeen* and *Old*. Time—2:15.

THE EXCHANGE PLATE, value \$500; presented by the bankers and exchange brokers of Hongkong; second pony to receive \$50; for China ponies; weight for inches as per scale; *bona fide* griffins on date of entry allowed 7 lbs.; winners at this meeting 7 lbs. extra; entrance \$10. From the two-mile point once round.

Mr. John Peel's *Yellow Dwarf*..... 1
(Mr. Master), 10.11
Mr. Buxey's *White Rose*..... 2
(Mr. Willeumier), 11.1
Mr. Buxey's *Tea Rose* (Mr. Cumming), 11.1
Mr. Derick-Hunter's *Sandstorm*..... 3
(Mr. Burkill), 11.3
Mr. Hopell's *Orwell* (Mr. W. W. Cox), 11.7
Mr. Buxey declared best to win. The ponies went off well together. *Sandstorm* and *Tea Rose* came out with *Yellow Dwarf* following close. At the bridge *Tea Rose* took the lead from *Sandstorm* and *Yellow Dwarf* was urged forward. The two left *Orwell* and *White Rose* ten lengths behind on breasting the hill, when *Orwell* gave up the race. *White Rose* then went forward and raced with the others. At the village, *Yellow Dwarf* assumed the lead, with *White Rose* second and *Sandstorm* third. In the straight *White Rose* endeavored to reduce *Yellow Dwarf's* lead, but the distance was too short, and Mr. Master riding *Yellow Dwarf* had secured first place two lengths ahead; *Tea Rose* was ten lengths behind *White Rose*. Official time last mile—2:15.

THE GAZETTE STAKES, presented by the officers of the Garrison; second pony to receive \$50; for China ponies; weight for inches as per scale; *bona fide* griffins on date of entry; winners 7 lbs. extra; entrance \$10. One mile and a quarter.

Mr. David's *Donkey* (Mr. Reynell), 11.7
Mr. John Peel's *Centipede*..... 2
(Mr. Master), 11.1
Mr. Buxey's *White Rose*..... 3
(Mr. Willeumier), 11.6
Mr. Derick-Hunter's *Minerva*..... 4
(Mr. Burkill), 11.1

Minerva got away first, with *Sandstorm* second, and coming into the straight the order was *Minerva*, *Douglas*, *Sandstorm* and *White Rose*. They passed down the straight in pairs and the order was unaltered at the bridge. At the entrance to the back stretch *White Rose* went ahead, but *Douglas* wore him down and passed him at the Black Rock. *Minerva* gave out going up the hill. *Douglas*, *Sandstorm* and *White Rose* came round the bend in procession, and the distance separating each was increased down the straight, *Douglas* winning easily by four lengths, and ten lengths separating *Sandstorm* and *White Rose*. Time—2:40.

THE GERMAN CUP, presented by members of the German Club; second pony to receive half the entrance fees; for subscription griffins of this season, 1898-99; weight for inches as per scale; entrance, \$10. One mile and a quarter.

Messrs McKie and Gove's *Strathflet*..... 1
(Mr. Crawford), 10.12
Mr. Derick-Hunter's *Ultimus*..... 2
(Mr. Burkill), 10.9
Captain Lambton's *Queney*..... 3
(Mr. Moller), 11.1
Mr. David's *The Prince*..... 4
(Mr. Reynell), 11.1
Mr. Buxey's *Grief* (Mr. W. W. Cox), 11.1
Mr. Buxey's *Melrose*..... 5
(Mr. Willeumier), 10.9
Mr. Ellis Kelly's *Sindbad*..... 6
(Mr. Cumming), 11.1

Melrose and *Grief* took the lead, and passing the Stand for the first time *Melrose* took the lead. The *Prince*, however, showed an eagerness to get forward, and crossing the bridge came away, with *Queney* on his quarters. It was on the hill that *Strathflet* was pressed forward to the lead, and when they appeared from behind the rock he was going splendidly, running away from *Queney*, with *Ultimus* in third place. In the race home *Ultimus* outstripped *Queney*, and secured second place by about half-length. *Strathflet* had the race by lengths. Time—2:50.

THE NAVY CUP, presented by officers of H.M. Fleet; second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; winners of one race 7 lbs. extra; and of two more 10 lbs. extra; non-starters at this meeting excluded; entrance \$10. One mile and a quarter.

Mr. Buxey's *White Rose*..... 1
(Mr. Willeumier), 11.1
Mr. Glenday's *Fort*..... 2
(Mr. Cumming), 11.1
Mr. John Peel's *Montebello* (Mr. Master), 10.13
Messrs McKie and Gove's *Glenmore*..... 3
(Mr. Crawford), 11.1
Mr. Derick-Hunter's *Charger*..... 4
(Mr. Burkill), 11.8

Charger and *Montebello* took up the running at a stiff pace, and passing the Stand these two were running together, with *White Rose*, *Fort* King and *Glenmore* following. They went in this order till the hill, when *Fort King* went forward with *White Rose*. The ponies closed up coming round by the Village, and entering the straight *Fort King* took the lead from *Montebello*, *White Rose* coming up fast on the outside. It was a hard race down to the post; *White Rose* winning by three lengths from *Fort King*; *Montebello* third. Time—2:45.

THE JOCKEY CUP, value \$100; second pony to receive \$50; for subscription ponies of any season, winners excluded; to be ridden by jockeys who have not had a winning mount previous to this meeting in Hongkong or China; weight for inches as per scale; entrance \$5. One mile.

Mr. J. H. Lewis' *Chaffinch*..... 1
(Mr. Owen), 10.12
Mr. John Peel's *Jim Crow*..... 2
(Mr. West), 10.9
Mr. John Peel's *Traveller*..... 3
(Mr. Newland), 11.4
Mr. Derick-Hunter's *Concession*..... 4
(Mr. Bruce), 11.6
Mr. Buxey's *Bourbon Rose*..... 5
(Mr. Willeumier), 10.12
Mr. Jay's *Adler*..... 6
(Mr. McClure), 10.12
Mr. Robt. Gordon's *Athos*..... 7
(Mr. Riddle), 10.9
Captain Lambton's *Admiral*..... 8
(Mr. Keyes), 10.12

Mr. McClure was riding 3 lbs. overweight. Mr. Papier, 5 lbs., and Mr. Bruce, 7 lbs. Mr. Newland, a visitor, all the way from Tipperary, rode the pony with the singularly appropriate name of *Traveller*. Much interest was centred in this race owing to the condition as to the jockeys. *Chaffinch* was pretty generally regarded as a favourite, and although he threw his rider at the starting post, he afterwards justified his selection. A fairly good start was effected, with *Chaffinch* to the front, but passing the bridge *Athos* took up the running, followed by *Chaffinch* and *Concession*.

At the hill there were several changes in the order, but *Athos* was going in good style. *Chaffinch* went into second place. After the Black Rock had been passed *Jim Crow* shot to the front and was leading at the Village from *Concession*. Entering the straight *Jim Crow* and *Traveller* showed in front, but *Chaffinch* came up rapidly on the inside and raced home a winner by about three lengths, about six lengths separating second and third. Time—2:18.

THE FLYAWAY STAKES, sweepstakes of \$5 each, with \$100 added; for China ponies; weight for inches as per scale; subscription ponies of any season non-winners allowed 7 lbs.; subscription ponies of any season winners allowed 3 lbs.; previous winners at this meeting 7 lbs. extra. Three quarters of a mile.

Mr. Ore's *Pollock*..... (Mr. Moller), 11.7
Mr. G. H. Potts' *Trojan* (Mr. P. A. Cox), 11.4
Mr. John Peel's *Grasshopper*..... 3
(Mr. Master), 11.1
Mr. J. H. Lewis' *The Wizard*..... 4
(Mr. Burkill), 11.1
Mr. Glenday's *Chimney*..... 5
(Mr. Cumming), 11.1
Mr. Buxey's *Tea Rose*..... 6
(Mr. Willeumier), 11.4
Mr. Hopell's *Admiral* (Mr. W. W. Cox), 11.1

The ponies went off to a fair start, and were not in so good a race when they ultimately got away. *Rockwood* took up the running from the first and led all the way. *Grasshopper* was second at the start, followed by *Wizard*. *Tea Rose* and *Chimney* passed *Wizard* at the Village, but *Tea Rose* came away afterwards, and it was a fast race down the straight, *Rockwood* winning from *Wizard* by about two lengths, *Grasshopper* and *Chimney* finishing close. Time—1:53.

THE TAI YAN POON CUP, value \$300; presented by second pony to receive \$50; for China ponies *bona fide* griffins on date of entry; subscription griffins weight for inches as per scale, other griffins 7 lbs. extra; entrance \$10. One mile and a half.

Mr. Glenday's *Aberdeen*..... 1
(Mr. Crawford), 11.5
Mr. Buxey's *Rose de France*..... 2
(Mr. Willeumier), 11.3
Mr. David's *Donkey* (Mr. Reynell), 11.8
Mr. John Peel's *Minerva*..... 3
(Mr. Craikshank), 11.3
Mr. Hopell's *Orwell* (Mr. W. W. Cox), 11.3
Mr. Derick-Hunter's *Minerva*..... 4
(Mr. Burkill), 11.8

Minerva was restive at the start, but he got away to a beautiful start, with *Tea Rose* second. After a short distance had been traversed, *Old* and *Rose de France* passed *Tea Rose*. At the village *Old* had passed *Minerva* and *Rose de France* was running third. Passing the Stand, *Tea Rose* had come up third. The ponies changed places frequently, but *Old* led round to the Black Rock, when *Aberdeen* superseded him, and the whole order was again changed, *Rose de France* being second, *Strathflet* third, *Aberdeen* entered the straight with a slight advantage, but *Strathflet* took him in and an exciting race ensued, these two finishing a dead heat; with *Rose de France* third. Time—3:23.

THE PROFESSIONAL CUP, presented by second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; previous winners at this meeting of one race 7 lbs. extra; and of two more 10 lbs. extra; non-starters at this meeting excluded; entrance \$10. One mile and a half.

Mr. John Peel's *Pineapple* (Mr. Master), 10.9
Mr. Buxey's *Blush Rose*..... 2
(Mr. Willeumier), 11.4
Messrs McKie and Gove's *Melrose*..... 3
(Mr. Crawford), 10.13
Captain Lambton's *Uta*..... 4
(Mr. Moller), 11.8

A beautiful start was effected. *Pineapple* took the lead and *Blush Rose* and *Melrose* ran together in second place. At the Black Rock, *Blush Rose* and *Melrose* went into first place, *Pineapple* falling off into third place in favour of *Uta*. *Blush Rose* went to the front down hill, and the order right round to the back stretch was *Blush Rose*, *Melrose*, *Uta*, and *Pineapple*. *Pineapple* was going easily on the rails. Going up the hill *Melrose* passed *Blush Rose*, and *Pineapple* and *Uta* were running together three-quarters of a length behind. *Uta* fell back at the Black Rock. *Melrose* and *Blush Rose* were locked together at the Village. Entering the straight *Pineapple* came up and the three ponies were running together. *Pineapple* was then called upon, and came away with a fine stride, winning by about six lengths from *Blush Rose*; *Melrose* a length behind. Time—3:25.

Finding that it was useless to carry on the pretence of a friendship wholly fictitious, we wrote him a curt letter telling him what we thought of such reciprocity, and tremblingly awaited the sequel. They soon appeared in an old Mohammedan Ah-hung, or Moolah, who has been our friend for twenty years, and now being chaplain to the Magistrate is in a position to do a great deal of gratuitous intermediary business free of charge—so far as we are concerned.

They had opened the letter privately, not daring to let His Highness see it, or know of its contents, and he had come over to beg us to withdraw it and let friendship flow on unimpeded! At the present moment, late in January, friendship is naturally somewhat congealed, and it is liable to thaw out in the First Moon when the great 'man' threatens a visit of ceremony, and of 'friendship.' Another neighboring Magistrate sent for large quantities of educational books, and wrote effusive letters with his own hand, telling us how greatly he admired our ways of procedure, &c., and offering to see us through any difficulties in which we might become involved in our high district, purely out of regard for our high reputation. Upon the only occasion on which we had to test the reality of these fine phrases, we found them to be sadly worm-eaten.

SELECTIONS FOR TO-MORROW.

THE GRAND STAND STAKES—
Mr. Buxey's *Stable*.
Mr. John Peel's *Stable*.
The Wizard.

THE CIVIL SERVICE CUP—
Ultimus.
Queney.
Grief.

THE CHALLENGER CUP—
Mr. Buxey's *Stable*.
Mr. Hopell's *Stable*.
Messrs McKie and Gove's *Stable*.

THE LADIES' PURSE—
Mr. John Peel's *Stable*.
Rose de France.
Sandstorm.

THE 'BLAKE' CHALLENGE—
Strathflet.
Ultimus.
Jim Crow.

THE FLYAWAY CUP—
Sandstorm.
Montebello.

THE PHANTOM STAKES—
Mr. David's *Stable*.
Orwell.
The Wizard.

THE CONSOLATION STAKES—
Mr. Buxey's *Stable*.
Cairngorm.
Glenmore.

THE CHAMPION STAKES—
Mr. Glenday's *Stable*.
Mr. Buxey's *Stable*.
Mr. Hopell's *Stable*.

THE NIG. DERICK-HUNTER STAKES—
Strathflet.
Ultimus.
Recler.

NOTES FROM SHANTUNG.

When it became known last summer that the Emperor was to introduce radical changes in the Civil Examinations, there was a great deal of interest taken in that fact by all the scholars of the country side, whether full-fledged, or only half-baked. If any one of these men had ever met a carpenter living on the foreigner's premises, or even a coolie wheeling dirt, the stranger was sure to use the acquaintance as an intermediary lever to pry open the gates, otherwise supposed to be impenetrably closed. Hardly any of these men had the smallest idea what they wanted, and would buy a book alleged to contain 'Western Learning,' even if they were assured that it would be wholly impossible for them to comprehend it without 'collars and cuffs,' that is, a guide and introducer. The District Magistrate is the unit of the official life of China, and it is always interesting although not of necessity amusing to notice what the Local Officials do in given circumstances.

One of them from having been an open and defiant enemy, suddenly blossomed out into a fast friend only too anxious to do us a good turn, not having previously taken in the full measure of our merits; but now apprehending them in heroic doses. This man was a Mohammedan, full of the guile and violence of his race, with Chinese duplicity and cunning superadded. It was not Western Learning that struck him, but the Chinese seizure of Chiao Chou, which seems to have resulted in some stringent order 'from above' as to extending himself from all actual and potential difficulties with foreigners within his jurisdiction. It was most oddifying to see the over-zealous Chinese refuse to bite at his carefully-baited hook, albeit there was a real live fish at the end of it. They could not believe that he would really undo all the wrong and injustice of a previous legal, or rather illegal, decision. But when the whole was actually accomplished, it was obvious even to the hyper-suspicious mediums through whom the arrangements had been made, that they had been in error. Having now established his firm friendship, this Magistrate contented himself with privately checking anything else which the foreigner wished to have done, while at the same time affecting to be doing all that lay in the power of mortals to achieve the desired result. As a final and conclusive proof of his attachment to the foreign friendship, he was urgent to have one of the foreigners visit his yamen, and sink a drive-well about sixty feet deep, in order that there might be an unfailing supply of water for the numerous (theoretical) ablutions required by his Sect. The well was bored, but we were no nearer getting what we wanted than before.

Yet this amiable gentleman is no more fit to be a District Magistrate than is the Reader of these lines! He is always behind-hand with his business, and has a fatal way of not seeing what things are important. In a previous post he ordered off something over a hundred worthless priests from temples, most of whom are back again now that he is gone. He had it in mind to do the same here, especially when the Edict authorized the use of all except official temples for Schools, &c. But nothing came of it. In a previous post he was robbed by a band of thieves, and instead of being warned by his experience he seems to think that thieves are of no particular importance, and does not follow up the cases of this sort which come to the yamen in great numbers. What is disappointing to us is the fact that he does not put through the small but important cases in which we happen to be interested, though he invariably sends a kind reply, and immediately after always dispatches a man or a posse of men to see if the village in question is still in *situ*! These several Magistrates are in a way types of the class common everywhere in China. The really efficient man is apt to be 'muted' at times, and the man who is never 'muted' is not 'man' threatens a visit of ceremony, and of 'friendship.' Another neighboring Magistrate sent for large quantities of educational books, and wrote effusive letters with his own hand, telling us how greatly he admired our ways of procedure, &c., and offering to see us through any difficulties in which we might become involved in our high district, purely out of regard for our high reputation. Upon the only occasion on which we had to test the reality of these fine phrases, we found them to be sadly worm-eaten.

This Official was one of the foremost advocates of Western Learning, setting his examination themes to that key the moment favorable breeze from Peking began to blow. But the wind had no sooner changed, than the Magistrate had new light. He then published a booklet of his own, phrased in elegant terms, but three times styling foreigners 'Barbarians,' and explaining that their Learning and their Religion were totally distinct. The former is useful, but is only a development of Chinese materials. He carefully showed how each branch of Science has its 'ancestor' in facts long ago known to the Chinese. But the Barbarian living in a land which is narrow, and where the population overflows, pressing upon the supply of food, has been driven to the Central Empire in order to get gain, without which he cannot live. His condition is that of savagery (two characters written with the Dog radical being employed to illuminate this fact), he has none of the Five Relations, no usage of Husband and Wife, Prince and Minister, and no Literature of any kind. He comes to China to disturb its internal relations, and is by all means to be avoided. A movement having been set on foot to call the attention of the authorities in Peking to this breach of the treaties which prohibit the use of the character 'Dog,' meaning Barbarian, and to this insulting reference to the Western powers, a scholar of the lowest grade who heard of it, kindly offered to 'talk peace' and have the books of the booklet retired. It was probably not written by the Official himself, he remarked, but the Magistrate in a moment of emotion had momentarily put his name to it, &c., &c.

A third District Magistrate rules the County in which we live, and his behavior is to us of somewhat more importance than either of the rest. At our first call, he seemed much pleased, and treated us with courtesy. Later when the demand for the New Learning was at its height, he became very intimate with us, ordering the *Kuo Wen Pao* through us from Shanghai, and the *Review of the Times* from Shanghai, and what is more, he pays 'spot cash' every time he sends after them. When the floods came over a section of his District, he sent a man riding over to our place nearly a day's journey, to 'borrow' a pump that would suck the waters back again into the Grand Canal, which was at a much greater height than the plain inundated. He ordered a long bill of books from Shanghai, shibboleths (or Secretaries) inundated us at times as the waters overflowed the plains, and found occasion to praise all that they saw.

On his way home from receiving the annual Grain Tax His Highness made a visit (for the second time) to our 'mean abode,' watched the pump throw water from a hose, entered the Academy which was in session, and glanced at everything, heard a part of debate by the school-boys as to the position of China among the Nations, but appeared to find it difficult to get the run of things, and got up and went out in the middle. At the Hospital however he watched an operation rapidly and skillfully performed for stone in the bladder, but he refused to stay through a meal, as he had 'public business.'

He is intelligent, appreciative, and not at all supercilious. He encouraged one of our College graduates to compete at the monthly local examinations, reviewed his essays, something about Agriculture and the Nation, and commended it for substance, while criticizing its choreography. In his letters he is always 'Your Stupid Younger Brother,' and he has presented us each with complimentary scrolls and a fan each written with his own hand, being a skilled writer.

Whether any of those who have now potted it and toyed with it will then be alive, in a problem to which different answers will be given by different persons according as their courage is greater or less. There are increasing indications that the day of revival may not be indefinitely postponed.

While we was getting ready to go to church she had been saying things to him because he would not go, and she had been saying them with considerable emphasis and rapidity. He sighed and put down his paper. 'My dear,' he said, 'is this a day of rest?' 'Of course it is,' she replied. 'Then why not 7 be asked.'

A CORRESPONDENT having written to the *Nanyang Press* suggesting that Chinese should confine their celebration of New Year within reasonable hours, the *Press* says:—We sympathize strongly with our Russian celebrators, but since the Chinese are not alone to blame in this matter, what he should exhort for is the absolute prohibition of the discharge of fireworks in the streets at night, after say, 9 p.m.—the hour mentioned by our correspondents seems to us a very late one. But as long as the Russians celebrate Easter, Americans the Fourth of July, and fools of all nationalities Christmas and New Year by barbaric nocturnal displays of noise, the Japanese authorities cannot be expected to discriminate against the Chinese in this matter. We need not get out of bed at 3.30 in the morning to threaten the life of a Russian school-keeper who was celebrating the eighteenth hundred and ninety-fifth anniversary of the birth of Christ by a continuous discharge of crackers. The excuse he made was that it was done 'only once a year.' The Chinese will have a similar plea for their New Year celebration. We are not without hope that among the benefits of Japanese jurisdiction will be the entire prohibition of these nocturnal alarms. A month in a Japanese jail would be a light punishment for such breaches of the peace.

Mr. Gardner has, we believe, been a member of the English Consular Service in China for upwards of forty years. During this extended period he has, it is presumed, prepared many Trade Returns at ports where he has acted as Her Majesty's representative. Doubtless also he has had to study closely and constantly the Trade Reports of Secretaries of Legation, in addition to those written by Consuls for China, Japan, Korea, and other more distant places. He has therefore had ample opportunity for observing how far the facts disclosed in documents of the kind, in the best-known Trade Journals, in the Board of Trade Returns and in Customs statistics agree with the usually-received theories of Political Economy.

As a traveller in China Mr. Gardner has seen the industrious inhabitants of a country the richest in the world, as respects sources of wealth, sunk in abject poverty from ignorance of the fundamental laws of Economics. The misery caused in China by the ignorance of all classes of the native population in regard to Political Economy has moved Mr. Gardner to write this book, a Chinese version of which, translated by the Rev. J. Sadler, was first published as a series of articles in the *萬國公報* the organ of the Society for the Diffusion of Christian and general knowledge among the Chinese. The English version and parts of the Chinese translation are before us.

This book is a notable contribution to the cause of enlightenment and civilisation. Mr. Gardner is a wise and capable teacher; and Mr. Sadler, the translator, appears to have done well his share of the work. The more thoughtful among the Chinese, into whose hands this treatise may pass, cannot fail to derive great advantage from its perusal. We are struck with the author's wide reading both in Chinese and Western Literature—with his felicity of expression and power of apt illustration. The book appears to answer, comprehensively and concisely, many every-day questions of the Chinese as to the sources of wealth and power in European countries.

In preparing a treatise on Political Economy for the use of Chinese, it is of importance to extract what is universally true from the mass of controversy. In this difficult task the author has, we think, succeeded. Many theories of the older school of economists which seemed when propounded to be logically irrefutable, were yet, in the condition of Europe at the time, impracticable. The danger at the present day perhaps is, that many of the theories of the older school may be neglected and injury done by unsound attempts to set up sentimental Utopias. The necessity of studying the practicality as well as the abstract truth of theories on Political Economy is much better understood since practical lawyers and statesmen have been raised to the Duke of Argyll have given us their valuable works, 'Banking' and 'The Hidden Foundations of Society.' Opportunities of discerning how abstract theories of Political Economy can be put into practice beneficially, and the results they produce not in an ideal state of society, but in the actual state of Society, have been much increased since the Budget speeches of Mr. Gladstone who combined the attainments of a great abstract economist, and a most skilful financier.

It will be observed that the author lays no claim to originality of thought, but merely states in his work which are to be found in the books and speeches of men of acknowledged authority. But Mr. Gardner's reading ranges over the entire field, and he has made the best use of the material gathered from every available source. Moreover, the material has been passed through the alchemy of the author's mind, and issued in form suited to the Chinese mind. Mr. Gardner has evidently found in Political Economy an attractive and absorbing study, and he has to be congratulated on this effort to teach in Chinese principles so well adapted to increase the sum of human happiness and decrease the sum of human misery.

It would be well if he could impress on the Chinese official mind a dictum laid down at the end of the chapter on honesty. 'The wealth of nations is founded in righteousness and established by equity.' The first need of China to-day is national righteousness. Corrupt officialism is the great obstacle in the way of her security and progress.

The work is divided into fifteen chapters and a more mention of the titles of these will suggest the timeliness of the lessons sought to be conveyed. They are, I. Division of Labour, II. Interchange of Commodities, III. Saving Labour, IV. Money, V. Credit, VI. Loans, VII. Education, VIII. Cooperation, IX. Education, X. Demand and Supply, XI. Producers and Consumers, XII. Taxation, XIII. Administration, XIV. Diffusion of Wealth, XV. Charity.

To one point exception might perhaps be taken. Mr. Gardner has not concerned himself with what many conceive to be the true distinction between worth and price. An attempt to do so might, however, have taken him on to controversial grounds, as regards bi-metallism especially, and into fields of very complicated economic thought, which for China has not much practical advantage.

Mr. Gardner writes:—'As a slight token of gratitude to Mr. Sadler for his kindness in translating the work, arrangements have been made, by which any profits that may arise from the sale of the English version shall be devoted to the Women's Hospital in Amoy—an institution presided over by Miss Ethel Tribe, M.D., of the London Missionary Society.' The book is a very readable, and we hope the author's generous action, together with its own intrinsic worth, will secure for it a ready sale. Copies may be obtained from the following:—
Tientsin—Rev. Thos. Bryson, L. M. S.
Chefoo—Jas. Carrall, Esq.
Shanghai—Dr. Muirhead, L. M. S.
Hongkong—Dr. John, L. M. S.
Fuchow—R. Wood, Esq.
Szechow—Miss Rickards, E. P. Mission.
Hongkong—Rev. T. Pearce, L. M. S.
Tientsin—A. F. Gardner, Esq.
Tientsin—Dr. W. W. Meyers.

REVIEWS.

THE TAI YAN POON CUP, value \$300; presented by second pony to receive \$50; for China ponies *bona fide* griffins on date of entry; subscription griffins weight for inches as per scale, other griffins 7 lbs. extra; entrance \$10. One mile and a half.

Mr. Gardner has, we believe, been a member of the English Consular Service in China for upwards of forty years. During this extended period he has, it is presumed, prepared many Trade Returns at ports where he has acted as Her Majesty's representative. Doubtless also he has had to study closely and constantly the Trade Reports of Secretaries of Legation, in addition to those written by Consuls for China, Japan, Korea, and other more distant places. He has therefore had ample opportunity for observing how far the facts disclosed in documents of the kind, in the best-known Trade Journals, in the Board of Trade Returns and in Customs statistics agree with the usually-received theories of Political Economy.

As a traveller in China Mr. Gardner has seen the industrious inhabitants of a country the richest in the world, as respects sources of wealth, sunk in abject poverty from ignorance of the fundamental laws of Economics. The misery caused in China by the ignorance of all classes of the native population in regard to Political Economy has moved Mr. Gardner to write this book, a Chinese version of which, translated by the

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship **BUNGIANG**, Captain Dunn, will be despatched as above on THURSDAY, the 23rd instant, at 9 p.m.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 20, 1899. 49

FOR SHANGHAI.
THE Steamship **LOONGMOON**, Captain Scholz, will be despatched for the above Port on FRIDAY, the 24th instant, at 4 p.m.
This Steamer has superior Accommodation for First and Second Class Passengers.
For Freight or Passage, apply to **SIEMSEN & Co.**
Hongkong, February 20, 1899. 425

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship **AUSTRALIAN**, Captain Hylms, will be despatched for the above Ports on FRIDAY, the 24th inst., at 4 p.m.
This well-known Steamer is specially fitted for Passengers, and has Refrigerating Chamber which ensure the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, February 10, 1899. 322

MOGUL-WARRACK-MILBURN LINE.
THE Steamship **SUKH**, will be despatched as above on or about 24th February, 1899.
To be followed by the **S. S. Argha**, to sail about 11th March, 1899.
S. S. Modji, to sail about 14th Mar., 1899.
S. S. Ghazee, to sail about 16th April, 1899.
For Freight or Passage, apply to **DODWELL & Co., LIMITED, Agents.**
Hongkong, February 7, 1899. 313

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Co.'s Steamship **OCEANIC**, Captain Schmitz, will be despatched on or about SUNDAY, the 26th instant.
For Freight or Passage, apply to **G. DE CHAMPEAUX, Agent.**
Hongkong, February 20, 1899. 432

'GLEN' LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
THE Steamship **GLENESK**, Captain DARRIE, R.N.R., will be despatched as above on or about the 1st March (proximo).
For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.**
Hongkong, February 11, 1899. 249

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship **MOYUNE**, Captain CONRAD, will be despatched for the above Port on or about the 26th March.
To be followed by the **S. S. Lily**, Captain Jacobs, sailing about 16th April.
For Freight or Passage, apply to **SHEWAN, TOMES & Co., Agents.**
Hongkong, February 20, 1899. 429

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.
"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your medicine has done wonders for my cough. Since I had the operation of 'Tracheotomy' the cough has been the life of my existence, and unlike him that 'coughs' I am still as good as dead. I have had a more violent cough than I have ever had before, and it was so bad that it quite exhausted me. The 'Tracheotomy' was a great relief, and I have been able to get rid of it without difficulty—I am, Sir, your truly, J. J. HILL."
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"Bath Park, Cardiff, South Wales, Sept. 26, 1899.
I have, indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospital and private practice, and found it of great benefit. I often suffer from Cough, and I have found that your Lozenges are the only remedy which gives me immediate relief. Therefore I certainly and most strongly recommend your Lozenges to the public, who may suffer from Cough, Hoarseness, Sore Throat, or any kind of Pharyngeal or Tracheal trouble. Yours truly, A. A. GARRARD, M.D., F.R.C.S., and M. R. Edinburg, L.R.C.S. and L.R.M. Edinburg."

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
"The Keating's Cough Lozenges are the best remedy for Cough, Hoarseness, Sore Throat, or any kind of Pharyngeal or Tracheal trouble. They are sold in bottles by all Chemists."
Not Responsible for Debts.
Notice: The Company, the Agents, and the Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during its stay in Hongkong Harbour:
SACREX, American Barque, Capt. Schultz.
STANDARD OIL Co.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & SOOCHOW.
THE Company's Steamship **HATTAN**, Captain Roach, will be despatched for the above Ports, on FRIDAY, the 24th inst., at Daylight.
For Freight or Passage, apply to **DOUGLAS LARRAIK & Co., General Managers.**
Hongkong, February 01, 1899. 445

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship **CHINGTU**, Captain Moore, will be despatched on FRIDAY, the 24th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 16, 1899. 310

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE, VIA MANILA.
THE Company's Steamship **CHINGTU**, Captain Moore, will be despatched on FRIDAY, the 24th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 16, 1899. 303

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship **DARDANUS**, Captain Gwynne, will be despatched as above on FRIDAY, the 24th instant.
For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 16, 1899. 302

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship **KWEIYANG**, Captain Overman, will be despatched as above on SATURDAY, the 25th instant.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 9, 1899. 337

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship **CHELYDRA**, Captain Davies, will be despatched as above on TUESDAY, the 28th instant, at Noon.
For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, February 21, 1899. 440

UNITED STATES AND CHINA—JAPAN STEAMSHIP LINE.
FOR NEW YORK (DIRECT).
THE Steamship **KENMORE**, Captain Ellis, will be despatched as above on or about the end of February.
For Freight, apply to **CARLOWITZ & Co., Agents.**
Hongkong, January 12, 1899. 17

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FOR SINGAPORE, PENANG, COCHIN, SUEZ, PORT SAID, MARSEILLES AND LONDON.
THE Company's Steamship **OOPACK**, Captain J. BARBER, Commander, will be despatched as above on or about the 1st proximo.
For Freight, apply to **HOLLIDAY, WISE & Co., Agents.**
Hongkong, February 13, 1899. 354

FOR SANDAKAN.
THE Steamship **SULTAN**, Captain LAKE, will be despatched for the above Port on or about March 8th.
For Freight or Passage, apply to **J. WHEELEY, Agent.**
Hongkong, February 15, 1899. 336

'GLEN' LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
THE Steamship **GLENGARRY**, Captain GRAY, will be despatched as above on or about the 10th March (proximo).
For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.**
Hongkong, February 11, 1899. 348

FOR SAN FRANCISCO.
THE 100 A.T. British Barque **QUEEN MARGARET**, FRASER, Master, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to **SHEWAN, TOMES & Co., Agents.**
Hongkong, January 23, 1899. 2497

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 25th February, at Noon, the Company's Steamship **TONKIN**, Captain JORDON, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the *S. S. Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that Port on the 5th March, 1899, direct to SUEZ, PORT SAID & MARSEILLES.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 24th February. (Parcels are not to be sent on board; they must be left at the Agency's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, February 13, 1899. 385

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS, &c.
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Sachsen Wednesday | March 1.
Bayern Wednesday | March 29.
Prinz Heinrich Wednesday | April 20.
Prinzess Wednesday | May 24.

ON WEDNESDAY, the 1st of March, 1899, at 9 a.m., the Company's **S. S. SACHSEN**, Captain H. SUTHERLAND, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 27th February, Cargo and Specie will be received on board until 5 p.m. on TUESDAY, the 28th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to **MELCHERS & Co., Agents.**
Hongkong, February 1, 1899. 259

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship **COROMANDEL**, Capt. F. N. TELLARD, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to **H. A. RITCHIE, Superintendent.**
F. & O. S. N. Co.'s Office,
Hongkong, February 18, 1899. 417

LIGHT Your LAMP with 'KNOX' FLAER KEROSENE OIL.
which gives a very brilliant light and does not emit bad odour as other Brands of inferior Oil.
H. RUTONJEE,
13 and 15, D'Almeida Street, Hongkong.
and
31 and 33, Elgin Road, Kowloon.
Hongkong, January 24, 1899. 194

Mails.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.
Passenger Sailings from HONGKONG:
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, March 4, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, April 9, at Noon.

THE **S. S. NIPPON MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th March, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Great Northern, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have the choice of the Southern Pacific, Great Northern, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transhipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, and Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. on the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, Canada, and Europe, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, February 8, 1899. 331

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. Belgian King.....3,379 Tons.....About 31st March.
S.S. Carmerthenshire.....3,370 Tons.....About 14th April.
S.S. Carline City.....3,492 Tons.....About 14th April.

THE Steamship **Belgian King** will be despatched for SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th March.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. on the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents,**
HONGKONG, CHINA & JAPAN.
Hongkong, February 20, 1899. 493

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL & SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & DRAUGHT CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Chronometers & Clocks.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London Patterns, at very moderate prices. 472

D. PICTON DAVIES
CIVIL ENGINEER AND QUALIFIED LAND SURVEYOR.
BOUNDARY SURVEYS, Sub-division of Land, Townships or Small Farms, Settlements, Drainage of Estates, Levels and Working Plans executed on moderate terms.
Drawings of City property and boundaries established in town receive careful and trustworthy attention.
D. PICTON DAVIES
Address: Free Lane.
Care of Kowloon Institute.
Hongkong, January 21, 1899. 2311

Mails.

Occidental and Oriental Steamship Co.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA
THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Sunday, Feb. 28, at daylight.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, March 21, at noon.
Gautie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, April 15, at noon.

THE Co.'s Steamship **DORIC** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 28th instant, at Daylight.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, Canada, and Europe, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, February 16, 1899. 247

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Shanghai, N'ki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, March 14, at Noon.
City of Peking (via Shanghai, N'ki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, April 8, at Noon.
City of Yokohama (via Shanghai, N'ki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, May 2, at Noon.

THE U. S. Mail Steamship **CITY OF RIO DE JANEIRO** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have the choice of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, Canada, and Europe, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, February 20, 1899. 493

KASUGA MARU. E. W. HAWWELL. { THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. { FRIDAY, 24th Feb., at 4 p.m.
HITACHI MARU. C. HILLICOP. { MARSEILLES, LONDON, and ANTWERP, via Singapore, PENANG, COLOMBO and PORT SAID. { THURSDAY, 2nd March, at 4 p.m.
ONI MARU. { NAGASAKI, KOBE and YOKOHAMA. { FRIDAY, 3rd March, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.
For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.
A. S. MIHARA, Manager.
Hongkong, February 16, 1899. 242

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.
FOR VICTORIA, B.C. & TACOMA: IN CONNECTION WITH Northern Pacific Railway Co.
FOR PORTLAND, OREGON: IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
Tacoma	2811A	Dixon	Feb. 20	Lewiston	3077	J. C. Williamson	Mar. 11
Glenora	3750J	McClintock	Mar. 21	Colville	2976T	H. Dohson	April 15
Olympia	2837J	Truebridge	April 1	McDonough	2874W	A. Evans	May 6
Victoria	3502J	Panton	April 28				

* Calling at HONOLULU, and not calling at SHANGHAI.
THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA, and to EUROPE.
HONGKONG TO LONDON, 247.
Excellent accommodation. First Class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, 241.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA OR PORTLAND, 222.
The best route to the Klamath and Klamath Falls. Frequent sailings from Victoria, Tacoma and Portland to DRY and St. Michael.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government and other official bodies.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. For Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.
Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.
For further information as to Passage or Freight, apply to **DODWELL & Co., LIMITED,**
Hongkong, February 20, 1899. 495

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
(Subject to Alteration.)
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
EMPRESS OF JAPAN.....Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 15th Mar. /99.
EMPRESS OF CHINA.....Comdr. R. Ashbridge, R.N.R. WEDNESDAY, 5th April /99.
EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th April /99.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through at all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.
The attractive features of this Company's route embrace 4th PALATIAL STEAMSHIPS (second to none in the World), LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago-World's Exhibition) and the grandeur of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc., apply to **D. E. BROWN, General Agent, PRINCE STREET.**
Hongkong, February 16, 1899. 389

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.
(FAMOUS SERVICES) (FAST SERVICE)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, Glasgow, Tientsin, PORT GENOA, in the LEVANT, Black Sea and Baltic Ports; South and South American Ports.)
PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
S. S. SILEZIA, Capt. BRENNER.	Havre, Hamburg/Bremen, (L'don about 16th) with transhipment in Hamburg.	Freight & Passage.
S. S. SUEVIA, Captain FOSCH.	Havre, Hamburg/Bremen, (L'don about 22nd) with transhipment in Hamburg.	Freight.
S. S. WITTEBERG, Capt. MADER.	Havre, Hamburg/Bremen, (L'don about 30th) with transhipment in Hamburg.	Freight.
S. S. NURNBERG, Capt. V. BIRZER.	Havre, Hamburg/Bremen, (L'don about 8th) with transhipment in Hamburg.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.
Calling at NARVES for Passengers only if sufficient inducement offers.
For further particulars as to Freight, Passage, etc., apply to **CARLOWITZ & Co., Agents.**
Hongkong, February 21, 1899. 69

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
Steamers Destinations Sailing Dates
KASUGA MARU. E. W. HAWWELL. { THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. { FRIDAY, 24th Feb., at 4 p.m.
HITACHI MARU. C. HILLICOP. { MARSEILLES, LONDON, and ANTWERP, via Singapore, PENANG, COLOMBO and PORT SAID. { THURSDAY, 2nd March, at 4 p.m.
ONI MARU. { NAGASAKI, KOBE and YOKOHAMA. { FRIDAY, 3rd March, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.
For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.
A. S. MIHARA, Manager.
Hongkong, February 16, 1899. 242

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.
FOR VICTORIA, B.C. & TACOMA: IN CONNECTION WITH Northern Pacific Railway Co.
FOR PORTLAND, OREGON: IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS,

**DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co., are Agents for ROSS'S FAMOUS TELESCOPE AND
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27 LATEST PATTERNS OF SILVER PRIZE CUPS NOW IN STOCK. 34, QUEEN'S ROAD.

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LAUNCHES FOR SALE, HIRE OR CHARTER,
For Picnic, Shooting, Bathing Parties, &c.
 Specifications and Drawings for the Building of Launches, Tug,
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Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

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Sole Agents for Hongkong and the Empire of China: **WATKINS & Co., Hongkong.**

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OUR OWN manufacture are the best Piano,
for this climate, warranted to stand any-
thing, low prices and easy terms.—Robinson
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The new woman who has acquired some of
the slang of the business world was speak-
ing. "I am a square woman," she said.
"Then, of course, a ring would not fit you,"
returned the youth who had hopes. Still
she intimated that she would not discourage
an experiment.

**CHAMBERLAIN'S COLIC, CHOLERA,
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IS a splendid remedy for bowel complaints
in their various forms, both for adults
and children. It is just such a medicine
as every family should keep at hand, and
especially during the summer season when
colic, cholera morbus, dysentery, diarrhoea,
bloody flux and cholera infantum are most
prevalent. A few doses of this remedy
will check any ordinary attack of these
diseases. It can be depended upon even
in the most severe and dangerous cases.
When reduced to water and sweetened
it is pleasant to take, children like it.
Sold everywhere. Price 60 cts. and \$1.
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Merchant Vessels in Hongkong Harbour

Exclusive of late arrivals and Departures reported to date.

~~Section - East~~

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping Channel midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From the Market to Pedlar's Wharf.
6. From Pedlar's Wharf to the New Quay.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kalle's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Steamers.	Passes's Names.	Captain.	Flag and Mg.	Tonn 771.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Amigo	3	a Rondixen	Ger. str.	771	Feb. 21	Johsen & Co.		
Arthonen	3	a Mowatt	Brit. str.	3883	Dec. 27	W. C. P. R. Co.		
Arctaphan	3	a Alphas	British str.	3075	Feb. 12	Gibb, Livingstons & Co.	Sydney, &c.	Elion Dock Feb. 24.
Chadler	3	a Davies	British str.	3093	Feb. 12	James Watson & Co.	Sydney, &c.	Feb. 24.
China	3	a Vesa	Ger. str.	1275	Jan. 27	Stammes & Co.	Sydney, &c.	Feb. 24.
Chingtu	3	a Moore	British str.	1435	Feb. 23	Butterfield & Swire		
Chiyu Maru	3	a Iwanamoto	Japan. str.	1062	Feb. 18	Dodwell & Co., Ltd.		
Chuangang	3	a Buller	Brit. str.	1418	Feb. 19	Jardine, Matheson & Co.		
Chusan	3	a Wendt	Ger. str.	624	Feb. 20	Stammes & Co.		
Clio	3	a Whyte	British str.	767	Feb. 22	Leute, Wegguer & Co.		
Cogimar	3	a Nielsen	Norw. str.	930	Feb. 13	C. G. R. Stevens & Co.	Hullio	To-day.
Danallion	3	a Brandt	British str.	1347	Feb. 13	James Watson & Co.		
Devanangso	3	a Smith	British str.	1007	Feb. 20	Yuen Fat Hong		
Dorio	3	a Outh	British str.	4673	Feb. 16	O. & S. S. Co.	San Francisco	Feb. 22.
Haitan	3	a Roach	British str.	1123	Feb. 23	Douglas Steamship Co.	Sydney & Foochow	Feb. 24.
Helsing	3	a Erhart	Chi. str.	1226	Feb. 14	C. M. & E. Co.		
Hue	3	a Murles	French str.	704	Jan. 9	A. B. Marty		
Kiohido Maru	3	a Narasaki	Japan. str.	2143	Feb. 21	Mitsui Sussan Kaisha.		
Kuanga Maru	3	a Haswell	Japan. str.	2214	Feb. 21	Mitsui Sussan Kaisha		
Katsunaga Maru	3	a Yamada	Japan. str.	1774	Feb. 21	Dodwell & Co., Ltd.		
Knicksberg	3	a Hansen	Ger. str.	644	Feb. 11	Nippon Yusen Kaisha		
Konoura Maru	3	a Shima	Japan. str.	1408	Feb. 18	Dodwell & Co. Ltd.		
Kwanga	3	a Harris	British str.	1240	Feb. 23	Butterfield & Swire		
Kyoto Maru	3	a Sakurai	Japan. str.	1403	Feb. 21	Dodwell & Co. Ltd.		
Martha	3	a Krutzfeldt	Ger. str.	1418	Jan. 11	Malchere & Co.		
Natani	3	a Prahl	Danish str.	470	Jan. 2	East Asiatic Co.		
Para Mang.	3	a Watton	Ger. str.	1021	Feb. 17	Yuen Fat Hong		
Pedrade	3	a Bull	Norw. str.	710	Feb. 21	Stander, Vieler & Co.		
Pendrecht	3	a Crawford	Brit. str.	1456	Feb. 14	Hedden, Bell & Co.		
Sabine Rickmers	3	a Neapel	Brit. str.	588	Feb. 18	Arnold, Knapp & Co.		
Suevli	3	a Forch	Ger. str.	1600	Feb. 20	Stammes & Co.		
Sungking	3	a Dodd	British str.	634	Feb. 23	Butterfield & Swire	Manila	Feb. 22.
Tacoma	3	a Dixon	Brit. str.	1089	Feb. 20	Dodwell & Co. Limited	Tacoma, &c.	Feb. 22.
Taiheung	3	a Ahrons	Brit. str.	834	Feb. 21	Mayer & Co.		
Tamagiri	3	a Dannovig	Norw. str.	753	Feb. 17	Stander, Vieler & Co.		
Tenarctos	3	a Desail	Ger. str.	1812	Feb. 20	Stammes & Co.		
Thuracoona	3	a Leach	British str.	2182	Feb. 11	Wang & Co.		
Tyng	3	a Thompson	Norw. str.	710	Feb. 2	East Asiatic Trading Co.		
Yamaguchi Maru	3	a Aken	Japan. str.	2035	Feb. 21	Nippon Yusen Kaisha		
Yuenang	3	a Rolfs	British str.	1190	Feb. 18	Jardine, Matheson & Co.	Manila	To-day.

SHARE LIST—QUOTATIONS—FEBRUARY 21, 1899.

Stocks	No. of Shares	Value.	Post up.	Closing Quotations, Cash.
BANKS				
Hongkong and Shanghai Bank Corp.	80,000	120	all	27 3/4 prem = \$46.25 [ex div]
Bank of China & Japan, Limited (preference shares)	39,050 1/2	5 1/2	5 1/2	5 1/2
" " ordinary	199,875 1/2	5 1/2	5 1/2	4 1/2-5 0, buyers
" " deferred	1,250 1/2	1 1/2	1 1/2	1 1/2-5 1/2
Bank of China, Limited	100,000	10 1/2	8 1/2	8 1/2
MARINE INSURANCE.				
General Insurance Co., Ltd.	10,000	250 1/2	60 1/2	60 1/2

North-China Insurance Co., Ltd. ...	5,000 £	100 £	25 1/2% L180
Straits Insurance Co., Ltd.	30,000 £	100 £	20 2/3%
Union Insurance Society, Ltd.	10,000 £	220 £	50 \$220, sales
Yungtze Insurance Association, Ltd.	8,000 £	100 £	50 \$125, sellers
<i>gross revenues</i>			
China Fire Insurance Co., Ltd.	30,000 £	100 £	50 \$300
Hongkong Fire Insurance Co., Ltd.	8,000 £	350 £	50 \$325
<i>profits</i>			
H'kong & Whampoa Dock Co., Ltd.	12,500 £	125 £	325 % prem. = \$351
<i>STRAKBOATS</i>			
China and Manila S. S. Co., Ltd. ...	5,000 £	50 £	\$90
Damodar Sananbhai's Co., Limited ...	20,000 £	50 £	\$68

Indo-China S. N. Company, Limited	80,000 £	10	all	837.8, buyers
China Mutual S. N. Co.	20,000 £	10	£ 10	29.10, buyers
			£ 10	25.5
Do. (new issue)	20,000 £	10	£ 5	22.15, buyers
Star Ferry Company, Ltd.	10,000 \$	10	7 1/2	12
REFINERIES.				

Luzon Sugar Company, Limited. ...	7,000	100	all	own, buyers
WHAIVES.				
HK & Kow. Wharf & Godown Co.	20,000	50	all	88, sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	100	37	439
LAND AND BUILDING.				
...

Agency Company, Limited	6,000	50	\$0.171
Kowloon Land and Building Company	25,400	10	all \$94
Humphreys' Estate & Finance Co.	12,500	50	40 \$18, ex div.
West Point Building Co., Limited			
TRAMWAYS.			
H.K. High Level Tramways Co. Ltd.	1,250	100	all \$130, buyers

Jebebu Mining & Trading Co., Ltd.	40,000	5	all	\$3, sellers
New Panjom Mining Co., Ltd.	80,000	4	all	\$6, sellers
Preference shares	30,000	1	all	\$1.40
"Great Eastern and Caledonia"	70,000	5	5	\$4
Gold Mining Co., Ltd.				
Société Française des Charbon-	16,000	230	all	\$117, buyers

Queen's Mine, Limited,	400,000.00	cents 22	\$8,800.00
Raub Aust. Gold Mining Co., Ltd.	200,000.00	1 14/10	\$23
Olivers Freehold Mines, Ltd.	15,000.00	5	\$7
	45,000.00	5	\$245.25
HOTELS, ETC.			
Hongkong Hotel Company, Ltd.	12,000.00	50	\$75 buyers

A. S. WATSON & CO., Limited.....				
LIGHTING.				
HK. and China Gas Co., Limited.....	7,000 £	10	all	\$126
Hongkong Electric Co., Limited:...	30,000 \$	10 3	10	\$11. buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000 \$	10 3	10	\$27
MISCELLANEOUS.				

Id.	10,000	10	all	\$10. sales
Campbell, Moore & Co., Limited...	1,200	25	all	\$11. buyers
Geo. Fenwick & Co., Limited...	6,000	50	all	\$53
Hongkong Bakery Company, Ltd. ...	600	75	all	\$51
Hongkong Dairy Farm Co.	10,000	25	all	\$114. ex div.
Hongkong Ice Company, Limited...	5,000	25	all	\$125

Hongkong Cotton Spinning Co., Ltd.	1,000 Tls.	100 Tls.	100 Tls.
Ewo Cotton Spinning and Weaving Co., Ltd.	10,000 Tls.	100 Tls.	100 Tls. 70
International Cotton Manufacturing Co., Ltd.	10,000 Tls.	100 Tls.	100 Tls. 82
Leau-Kung-Mow Cotton Spinning Co., Ltd.	8,000 Tls.	100 Tls.	100 Tls. 83

Garmichael & Co., Ltd.	2,000 Rs.	500 Rs.	100 Rs.	100
Soy Chee Cotton Spinning Co., Ltd.				
China Provident Loan Association Co., Ltd.	50,000 Rs.	300 Rs.	10,000 Rs.	ex div.
* Founder's shares				

LOANS.	Amount.	Value.	Interest.	Guarantee.
Chinese Imperial 1896	Rs. 75,00,000	Ts. 800 Y	5 per cent on 100 per cent.	
			A. S. SINGH, Secretary.	

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